

Today's Advertisements.

THEATRE ROYAL CITY HALL.

Under the direction of Mr. ROBERT BROUGH, Representative—Mr. HAMILTON.

THIS EVENING, (WEDNESDAY), the 9th March, 1898, Commencing at 8 P.M.

BROUGH COMEDY COMPANY.

TO-NIGHT and TO-MORROW, 9th and 10th March, "A VILLAGE PRIEST."

"A VILLAGE PRIEST," "A VILLAGE PRIEST,"

By SYLVIA GRUNDY.

FRIDAY and SATURDAY, 11th and 12th March, "AN IDEAL HUSBAND."

"AN IDEAL HUSBAND," "AN IDEAL HUSBAND,"

By OSCAR WILDE.

MONDAY and TUESDAY, 14th and 15th March, "THE SOLICITOR."

"THE SOLICITOR," "THE SOLICITOR,"

An Original Farce Comedy, by J. H. DARLEY.

PRICES OF ADMISSION.

DRESS CIRCLE and ORCHESTRA SEAT \$3

STALLS \$2

PISTON \$1

Soldiers and Sailors in Uniform Half Price to the Pit only.

Doors open 8.15 P.M. Curtain 9 P.M.

Box Plan now open at the ROBINSON Piano Co's Warehouse.

A Late Train for the Peak will leave each evening fifteen minutes after the fall of the curtain.

Hongkong, 9th March, 1898. [320]

THE GREEN ISLAND CEMENT CO., LIMITED.

THE NINTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS IN THE COMPANY will be held at the COMPANY'S OFFICE, No. 9, Prince of Wales Street, on TUESDAY, the 22nd March, at 12 o'clock NOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the Year ending 31st December, 1897, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to 22nd instant, both days inclusive.

SHEWAN, TOMES & Co. General Managers.

Hongkong, 8th March, 1898. [367]

NOTICE.

MR. HARRY WALTER ARTHUR was admitted a Partner in our FIRM on the 1st January, 1898.

BAIN & CO. Talawan, South Formosa, 25th February, 1898. [368]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SWATOW, AMOY AND SHANGHAI. THE Company's Steamship.

"KASHING." Captain Hopkins, will be despatched TO-MORROW, the 10th instant, at 10 A.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th March, 1898. [356]

OCEAN STEAMSHIP COMPANY, LIMITED.

FOR SHANGHAI. THE Company's Steamship.

"GLAUCUS." Captain Barlowe, will be despatched as above TO-MORROW, the 10th instant, at 10 A.M.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th March, 1898. [369]

OCEAN STEAMSHIP COMPANY, LIMITED.

FOR SANDAKAN. THE Company's Steamship.

"DEUCALION." Captain Branch, will be despatched on FRIDAY, the 11th instant, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th March, 1898. [327]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN. THE Company's Steamship.

"NANCHANG." Captain Finlayson, will be despatched as above on SATURDAY, the 12th instant, at 4 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th March, 1898. [347]

DAKIN, CRICKSHANK & COMPANY, VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co's WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MEN'S and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1898. [30]

Intimations.

£100,000,000 UNCLAIMED!

DOUGLAS REGISTERED LIST containing names of 10,000 Families advertised for, to claim property and money since 1700. Price 1/6, post free 2/6. Every man and woman should buy this book, as instructions are given how to recover property from Chancery, DOUGLAS & CO., 62, Strand, London, E.C. Est. 1844. A fortune may await you. [1684]

CLARKE'S B 41 PILLS are warranted to cure, in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. In Boxes, 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors, The Lincoln and Midland Counties Drug Company, Lincoln, England. [59]

TO THE DEAF! A RICH LADY cared of her deafness and notices in the Head by Dr. NICHOLSON'S Artificial Ear Drums sent £1000 to his Institute so that Deaf Persons who have not the means to procure the Ear Drums may have them free. Apply by letter to: C. G. BRIGHT, Secretary, 54, Bow Lane London, E.C. [79]



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINES & SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary, before being sent out.

SHERRY—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY—All our Whisky is of excellent quality and of greater age than most brand, in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LD. THE HONGKONG DISPENSARY.

Hongkong, 8th December, 1897. [7]

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 9, 1898.

NOTES AND COMMENTS.

The war rumours are exciting indeed, but we still feel optimistic. As might be expected, numerous telegraphic inquiries have gone northward from Hongkong today, and the replies have all been in confirmation of the alarmist telegram which we published yesterday. But we still feel that a very slight difference in the interpretation of the wording makes all the difference between peace and war, between security and alarm, between amicable arguments and bellicose ultimatums. We do not disbelieve that Japan wants Russia out of Port Arthur early, and that Russia wants to stay; but we do disbelieve in the angry words and threats.

From Manila we learn, on the best authority, that there has been sharp fighting on the outskirts of the city itself, that the sound of musketry has been heard at intervals for several days past, and that the interruption of the telegraph lines is due to the rebels being in possession of the country between Bolinas and Manila.

One does not need to be fastidious in finding fault with the wretched place in which the Police Magistrate of Hongkong exercises his functions. We feel pretty confident in saying that there is not a more wretchedly lighted, ill-designed, and badly ventilated police court in all the British colonies. The room is abominably dirty, the ceilings are festooned with cobwebs and a fitting legend to place over the door of the place would be that which Dante described as adorning the portals of the nether regions. The dock is frequently crowded with prisoners, some in very advanced stages of disease and filthiness, and just about two feet away is the one solitary table that has to do duty for counsel, press, and police officers. It frequently happens that there is no room in the dock for all the day's prisoners and then the "overflow

congregation" is jammed in between the dock rails and the backs of the chairs of the solicitors and reporters. The close proximity of, say, 20 or 30 people taken from a "school" is not a comforting thing and several men of law have gone to much inconvenience rather than endure the contingency. Then also there is the dense throng of Chinese that fill the rear part of the room. They are generally idlers of the coolie class who come to kill time, and many of them bring loud and unpleasant evidence of pulmonary troubles. In hot weather when an interesting case (from a Chinese point of view) is in progress the atmosphere of the place gives a suggestion of the "Middle Passage" in a slaver and the constant hawking and expectorating is really sickening. In winter things are not much better and the draughts that sweep through it have given many a cold. Indeed one of the worthy occupants of the bench one day lately was quite voiceless and at other times he has had to dispense justice with his hat on owing to the draught. It is a common thing to see the gas alight during the forenoon in winter and generally the present Police Court seems as badly adapted for its purposes as it can possibly be. The position is a good one, and surely a little consideration on the part of the P. W. D. might very well be given to the matter of remedying the present unsatisfactory state of affairs.

A short time ago when there were a number of boys belonging to the Royal Navy, court-martialled and sentenced to whippings for the serious offence of striking officers, a section of the British press was fairly deluged with correspondence from the "shrieking sisterhood" on the "extreme severity" of the punishment. They failed to recognise that, next to desertion in war time, the crime is perhaps one of the most serious in the Articles of War and they also lost sight of the fact that the assaults were invariably committed by boys who wished to get their discharge from the Navy. We have it on excellent authority that the boys from the regular naval training institutions have not figured amongst the culprits and that is a very satisfactory piece of news. It seems that the unruly class has come into the service mainly from recruiting ships like the *Northampton*, and consists of boys gathered in at the various seaport towns along the coasts of Great Britain. In this way no doubt much good material has been enlisted, but there are bound to be some "Queen's hard bargains" taken also. A dissatisfied person in any service is always best dispensed with and when to secure his object—discharge—he resorts to disorder of so extreme a type as punching his commanding officer in the chest or getting "home" on a lieutenant's jaw it is time that he was taught a salutary lesson *quo encourage la crainte*. It is only quite recently that we have had a couple of such cases in Hongkong and the violent youngsters were each tried by court martial, and in addition to imprisonment, sentenced to receive two dozen with the birch. It is probable that the receipt of this news at home will cause another wall. A birching, after all, is only what hundreds of English public school boys have taken time after time and they were often the better for it, witness the men that Eton, Rugby and Harrow have turned out. The educational defect which threatens to ruin Japan is the absence of birching in schools. We do not for a moment wish to see such flogging days revived as Capt. MARSHALL and Lieut. JOHN SHIPP have described in the Navy and Army respectively and to the credit of the services there is little call for corporal punishment; but all authorities on such matters contend that the knowledge that there is the power to inflict same has a great deterrent effect. For grown men it is a dread penalty that is reserved for serious crimes in time of war, but for boys who let loose their ruffianly passions to secure their own ends it seems to us that the birch is a very suitable corrective. If they were treated to the rattan as it was served out in Victoria Gaol not such a long time ago, there might well have been cause for an outcry.

THE LIT CHIN promissory note case occupied the Police Judge at the Supreme Court today. Two Hong Kong defendants, was cross-examined by Mr. J. J. Francis, Q.C., and the case was adjourned till to-morrow at 10.15 a.m.

A HAWAIIAN named Lot was brought before the Police Court this morning for being a rogue and vagabond and having no means of subsistence. Owing to no interpreter being available the case was remanded. The man had a conviction for the same charge in January of this year.

THE Committee of the Football Challenge Shield met yesterday and drew the semi-finals for the Hongkong Challenge Shield as follows:—25th Company S. D. R. A. v. Kowloon, to be played next Saturday, March 13th, at half-past four. Referee:—Mr. J. W. L. Oliver. G. Company, K. O. R. v. H.M.S. *Centurion*, to be played on Saturday, March 13th at half-past four. The final will be played on March 26th.

FOLLOWING will represent the Colts' team in the football match against the Hongkong Football Club to-morrow at 5 p.m.—Messrs. P. Henderson, Harold Seth, P. Hyndman, L. Corbett, H. W. Lapsley, N. A. Goncalves, L. Brett, H. Craig, J. Lysaght, J. M. E. Carvalho, A. A. Alves. This will be the first match between these two Clubs, and the game promises to be productive of much interest and activity.

AM armed robbery was committed in a carpenter's shop in Kowloon on the 7th inst. The desperadoes, four in number, did not meet any resistance and decamped with \$120.50 clothing and jewellery. The detective staff traced the men to a brothel in Square Street, where they were arrested and brought up at the Police Court to-day. Two admitted the charge but the other two pleaded not guilty. The case was remanded till Friday.

A BABY poet sends the *Star* a poem on Dargal, which opens as follows:—
"Brave Gordon Highlanders standing 'fore the foe,
Tucked up their kilts when Mathias said 'Go!'
The General says that fortress must be took!
And all the Gordons with excitement shook!"

Further on the poet sings:—
"Won't they be welcomed home? You bet your boots,
The glad will echo with the shrills and toots
Of Scotland's war-torn pipers of yore!"

THE Russian battleship *Navarin* and her escort cruiser *Stad Vitky* arrived to-day from Singapore, which port they left last night. The *Navarin* is a powerful looking craft of the regular battleship type and she sports the usual military masts and has four funnels, each two abreast. There was the inevitable burning of powder out of compliment to the port, Prince Henry and the U. S. flagships. The *Tamar* now has a saluting battery, probably that of the *Victor* and yesterday she made her first essay in the noise-making that seems to have become chronic in our beautiful harbour.

AN observant woman gives the following advice to her juniors:—
For a man's birth look to his linen and finger-nails, and observe the infectious of his voice.
For a man's taste, study the colour of his tie, the pattern and hang of his trousers, his hands, and his rings—*if any*.
For his propensities, walk round and look carefully at the back of his head, and remember, girls—never to marry a man whose neck bulges over so little over his collar.

For his breeding talk sentiment to him when he is stalling, and ask him to carry a handkerchief down the public street when you've just had a row.
To test his temper, tell him his nose is a little on one side, and you don't like the way his hair grows—and if that don't fetch him nothing will.

REUTERS' MESSAGES.

RUSSIA AND CHINA.

LONDON, March 7th.

The *Times* Peking correspondent wires that Russia has demanded that China surrender her Sovereign rights in Port Arthur and Tientsin and grant the same conditions to Russia as have been granted to Germany at Kiao Chiao. Russia also demands the right to construct a railway from Peking to Mukden and Port Arthur. In the event of China not complying with these demands within five days Russia threatens to send troops into Manchuria.

A CORRECTION.

In yesterday's telegram under the heading of "Russia and Port Arthur" read "leave" for "leave."

RUSSIA AND CHINA—EXCITEMENT IN LONDON.

Mr. Carson, speaking in the House, said that no information concerning the Peking *Times* correspondent's statements re Russia and China had been received by the Government.

An approach to a panic has occurred on the London Stock Exchange, owing to fears of a conflict with Russia in connection with China.

SPAIN AND THE UNITED STATES.

Finding that the United States recently, Spain has withdrawn her request concerning the substitution of merchant for war ships for conveying relief to distressed Cuba.

THE UNITED STATES.

A Bill has been introduced to the House on Representatives, with the approval of President McKinley, for appropriating \$50,000,000 for National defence.

LOCAL AND GENERAL.

The buying rate for sovereigns is \$10.74 per £.

TO-MORROW afternoon on the Happy Valley the Hongkong Football Club will play the Hongkong Colts. Kick-off at five o'clock.

Two Chinese were to-day sentenced to four months' imprisonment for stealing \$150 from a fellow passenger on board the *Arcticon* steamer on her voyage to Hongkong.

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A "FISH STORY" that will probably make the members of a fishing club write with envy is narrated by the captain of the British steamship *Wilderpool*, which recently arrived in New York from Java. While the vessel was making her way through a fierce north-easterly gale a wave of enormous proportions broke over the fore part of the steamer, and immediately afterwards a fluttering sound was heard. Believing that a sail had been blown adrift, the captain ordered the watch on deck to go forward and secure the canvas, when it was quickly found that no sail was loose, but floundering on the deck and lashing its tail was a shark 15 ft. long, which had been swept on board by the big sea. With some difficulty a rope was made fast about the body of the monster, who was happily dispatched.

THE Central Police Court to-day presented the appearance of a ship chandler's store and the atmosphere was redolent of Stockholm tar. A few nights ago P.C. Pyno overhauled a suspicious looking sampan, and the goods he seized half filled the Court. There were several coils of hemp and coil rope, a lot of gaskets, banks of spynary, bulls of sail twine, several sailmaker's bags and tools, grease horns, needle boxes, files, a number of engineer's chisels and hammers, and also hatchets, a paint scraper, a sliding light and other articles too numerous to particularise.

The master of the sampan was charged with illegal possession and Mr. Master defended him. Defendant's mother said they had bought the goods from time to time from marine hawkers. Capt. Hastings said there was not the shadow of a doubt that there was unlawful possession and he inflicted a fine of £10, in default two months. Subsequently the penalty on Mr. Master's application was reduced to \$100.

THERE was high life in Sallertown to-day owing to the large number of British and American blue-jackets ashore on leave. It was a perfect harvest for the sickle coolies and strings of jacks and mauls continually poured up and down Queens Road and out West—the wild West in fact—there was no end of fun for the Chinese onlookers. The tars howled along shouting and whistling to each other and many of them seemed to have a special fancy for carrying on a chat with comrades eight or ten richhans ahead. One loving pair caused a stampede on Queen's Road Central on the side walk and as they were embracing each other they came within an ace of smashing through a milliner's big plate glass window. We are pleased to note that the police had little ground for complaint against Jack in his frolics ashore only one of the liberty men—a marine—finding his way to the Central with the help of a big Sikh policeman. The "straggles" class was not so fortunate, however, especially from the American fleet. There were about 50 men "wanted" to-day and the police, for whom the Yankee tars have the generic name of "Mac," quietly roped in about half a dozen leave-breakers this afternoon.

MR. H. COOK, secretary and manager of the New Club, Hongkong, died this morning, apparently of heart disease, quite without warning. He had been in perfect health and spirits up to yesterday; occasionally he had been known to speak of feeling pains in the region of the heart, but not in a way to give reason for alarm. Mr. Cook was a little over thirty years old, and had a very varied experience in all parts of the globe. He came to Hongkong about three years ago, from India, where he had been manager of several hotels in succession. He managed the Mount Austin Hotel with success until it was bought by the military authorities, and then he was engaged as secretary and manager of the New Club from the date of its establishment. He was a man of extremely pleasant and obliging disposition, and a man who knew his business. Given full scope for his knowledge and experience, he would have been sure to acquire himself creditably in the difficult task of managing a new club, and his most unexpected decease will be deeply felt by all who had anything to do with him. Personally he was always well liked wherever he went, and his many friends will be equally surprised and pained to hear of his untimely death.

THE United States War Office is constructing what is described as a "monster cannon" for coast defence. And a monster it would certainly seem to be. This gun will weigh 155 tons, the length being 49 ft., and the calibre 16 in. This monster weapon will fire projectiles, each weighing a few pounds over a ton, or to its exact, 2,350 lb., while the powder used for each will be 5,000 lb. But there is satisfaction in trying to realise a muzzle energy of 60,000 foot-tons, while the range will be 16 miles. It is quite a detail that this is further than one can see an object on the horizon, while a torpedo boat moving along at 25 to 30 knots will travel almost faster than the gun can be trained, and a perspective of the time between the shot, for ton projectile cannot be manipulated easily. Thus the United States is going in for formidable weapons at the very time when European nations are discarding them after trial as more or less useless. Our largest gun was the 120-ton weapon put into the *Sans Parado*, and the ill-fated *Victoria*, to fire a shot weighing three-quarters of a ton, but it was discarded as an unnecessarily powerful weapon, although the fact that it cost about £24,000 to fire one projectile from it may have had something to do with the matter. Our 45 ton gun is about as serviceable, and it costs only £15 to fire it. The American gun will fire away 4,400 every time it is used. Germany, it may be added, more closely approximates to the American also, with its 120-ton gun, which is 46 ft. long, and fires a 2,300 lb. projectile with 5,000 lb. of powder. Italy has several 104 ton guns of 15 in. calibre and 40 ft. in length, firing a 2,000 lb. shot with 900 lb. of powder, while France's largest gun is only 72 tons in weight, 16.5 in. calibre, and 35 ft. in length. It fires a projectile 1,719 lb. in weight, weighing 550 lb. of powder.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STRAIGHTS.	DESTINATIONS.	SAILING DATES.
YAMAGUCHI MARU S. Kawamura	Kobe and Yokohama	THURSDAY, 17th March, at 4 P.M.
Tosa MARU C. Hillcoat	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE (Transshipping Cargo for JAVA PORTS), PENANG, COLOMB and PORT SAID, VLADIVOSTOCK, via SHANGHAI, CHIFU, CHENULPO, NAGASAKI, FUSAN and GENSAN.	THURSDAY, 17th March, at 4 P.M.
SAGAMI MARU T. Matsui	BOMBAY, via SINGAPORE (Transshipping Cargo for JAVA PORTS), and COLOMB.	FRIDAY, 18th March, at 4 P.M.
IDZUMI MARU R. Nishimura	Kobe and Yokohama	TUESDAY, 22nd March, at Noon.
KANAGAWA MARU J. Mackenzie	NAGASAKI, Kobe & YOKOHAMA	WEDNESDAY, 23rd March, at 4 P.M.
YAMASHIRO MARU J. Jones	SYDNEY and MELBOURNE, via THURSDAY ISLAND, TOWNSVILLE and BRISBANE	MONDAY, 28th March, at 4 P.M.
TOKIO MARU E. W. Haswell		FRIDAY, 1st April, at 4 P.M.

(Connecting at KOBE with S.S. YAMAGUCHI MARU sailing on the 5th April for SEATTLE, U.S.A.)

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

Hongkong, 8th March, 1898.

A. S. MIHARA,
Manager.

THE WORLD RENOWNED

FRENCH CORSETS
C. P. A LA SIRENE

Established 1839, PARIS.

Beware of Spurious Imitations

Only genuine if Labelled and Stamped

C. P. à la Sirene.

APPLY TO

M. OPPENHEIMER & Co., PARIS.

SETTING UP OF DISTILLERIES

Rice—Corn—Sugar-cane, etc.

PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF

Liquors Factories—Preserves Factories

Laboratories of Druggists—Essences Factories

STEAM KITCHENS

EGROT & GRANGE, rue Mathis, PARIS

Apply to Messrs. DODWELL CARLILL & Co., Hong Kong.

A WORD TO MOTHERS.

You do not always know the real cause of emaciated tendencies of your babies, or just why your children are thin and pale. You do not need to. What you want is a cure for whatever ails them.

Scott's Emulsion

is endorsed by the whole medical profession as an ideal nourishment during growth. It contains the essential elements for increasing vitality, giving flesh, and making solid bones. It cures Rickets, Marasmus, and all Wasting Diseases, and makes the children robust, strong, and rosy. Prepared by SCOTT & BOWNE, Limited, London. All Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

CARBOLINUM-AVENARIUS

Used for over 20 years.

With the utmost success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China, LUTGENS, EINSTAMANN & Co., Hongkong, 11th September, 1896.

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.

THE Company's Steamship

FOR LONDON, via SUEZ CANAL.

"PROMETHEUS"

Captain Keay, will be despatched as above on MONDAY, the 14th instant, at Noon.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th March, 1898. [319]

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship

"ENERGIA,"

Captain Saw, will be despatched as above on or about MONDAY, the 14th instant.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 7th March, 1898. [353]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, via SUEZ CANAL.

THE Company's Steamship

"PATROCLOS,"

Captain Dickson, will be despatched as above on SATURDAY, the 19th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th March, 1898. [350]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"THALES,"

Captain Hall, will be despatched for the above Ports TO-MORROW, the 10th instant, at Daylight.

For Freight or Passage apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 9th March, 1898. [357]

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN.

THE Company's Steamship

"DEUCALION,"

Captain Branch, will be despatched TO-MORROW, the 10th instant, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th March, 1898. [357]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Chartered Steamship

"NANYANG,"

Captain Lehmann, will be despatched for the above Ports on FRIDAY, the 11th instant at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 8th March, 1898. [358]

CHINA NAVIGATION COMPANY, LIMITED.

FOR CHEFOO AND NEWCHANG.

THE Company's Steamship

"TAMSUI,"

Captain Moore, will be despatched as above on FRIDAY, the 11th instant, at 2 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th March, 1898. [346]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KURACHI, ADEN, MASSANA, SUEZ, PORT SAID, BRINDISI, VENICE, TRIESTE, AND GENOA.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PESSIAN GULF, RED SEA, BLACK SEA, LEVANT, ADRIATIC, and SOUTH AFRICAN PORTS.)

THE Company's Steamship

"MARIA VALERIE,"

Captain R. Mills, will be despatched as above on SATURDAY, the 12th instant, A.M.

Cargo will not be received on board after 3 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to SANDER & Co., Agents.

Hongkong, 5th March, 1898. [351]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR STRAITS, CEYLON, MEDITERRANEAN PORTS, ANTWERP, BREMEN AND HAMBURG.

THE Company's Steamship

"CREFIELD,"

Captain C. von Bardenheue, due here from Yokohama on SATURDAY, the 12th instant, will be despatched as above on MONDAY, the 14th instant, at Noon.

For Freight or Passage, apply to MELCHERS & Co., Agents.

Hongkong, 7th March, 1898. [355]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, LAUNCESTON AND MELBOURNE.

THE Company's Steamship

"TSINAN,"

Captain Ramsay, will be despatched on TUESDAY, the 15th instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamship. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th March, 1898. [359]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched as above on TUESDAY, the 20th instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamship. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th March, 1898. [351]

SAILING VESSEL.

FOR SAN FRANCISCO.

THE British Bark

"WEST YORK,"

W. L. Fortner, Master, will lead here for the above Port, and will have quick dispatch.

For Freight, apply to SHAW, TOMES & Co., Agents.

Hongkong, 7th March, 1898. [351]

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"BENGAL,"

Captain L. M. Wilmer, R.N.R. carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 19th March, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 5th March, 1898. [5]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Bayern Wednesday | 30th March.

Prinz Heinrich Wednesday | 27th April.

Preussen Wednesday | 25th May.

Sachsen Wednesday | 22nd June.

Bayern Wednesday | 20th July.

Prinz Heinrich Wednesday | 17th Aug.

Darmstadt Wednesday | 14th Sept.

Preussen Wednesday | 12th Oct.

Sachsen Wednesday | 9th Nov.

Bayern Wednesday | 7th Dec.

Prinz Heinrich Wednesday | 4th Jan. '99.

ON WEDNESDAY, the 30th day of March, 1898, at 9 A.M., the Company's Steamship "BAYERN," Captain E. Prehn, with

MAILS, PASSENGERS, SPECIE AND CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 28th instant. Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 29th instant, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 29th inst. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 1st March, 1898. [325]

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Columbia | 2505 | A. Gow April 5.

Tacoma 2549 | A. Dixon April 26.

Victoria | 3167 | J. Truebridge May 17.

Olympia | 1591 | T. H. Dobson June 7.

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Bratmar | 3501 | E. Porter Mar. 15.

Mogul | 3554 | W. H. Wright Mar. 29.

Argyll | 3507 | W. Ward May 3.

Bratmar | 3501 | E. Porter May 24.

THE attention of Passengers is directed to the very cheap rates offered by this Line. Excellent accommodation. First-class Table, Doctor and Stewardess carried.

HONGKONG TO NEW YORK &c. The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA &c. Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

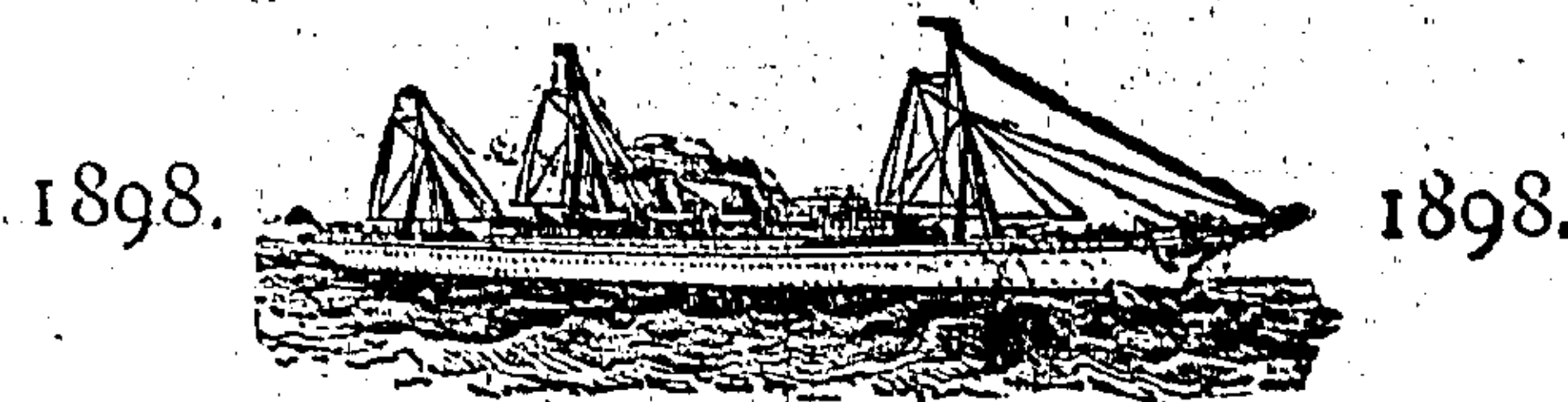
Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL, CARLILL & Co., General Agents.

Hongkong, 15th February, 1898. [4]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 16th Mar., 1898.

EMPEROR OF CHINA...Comdr. H. Fybus, R.N.R....WEDNESDAY, 6th April, 1898.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 27th April, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK to the Trans-Pacific Journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddar's Street.

Hongkong, 22nd February, 1898. [3]

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Venus (via Nagasaki, Kobe and Yokohama) On or about the 14th March.

Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 31st March, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 19th April, at Noon.

THE Company's Chartered Steamship

"VENUS"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE and YOKOHAMA on or about the 14th March.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked in address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight, or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 2nd March, 1898. [2]

F. BLACKHEAD & CO.

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMAN'S SAFETY GENUINE COMPOSITION REBBER BRAND, HARTMAN'S GREY PAINT, DADLER'S PATENT MOTOR LAUNCHES &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.